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[670]

Hongkong Daily Press.

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[34-1]

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[3472]

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Hongkong, 29th April, 1908. [3728]

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[330]

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[28]



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No. 2	350 ft.	53 ft.	24 ft.
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1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

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Max. Length of Ship taken in	460 Feet	580 Feet
Breadth	52 "	66 "
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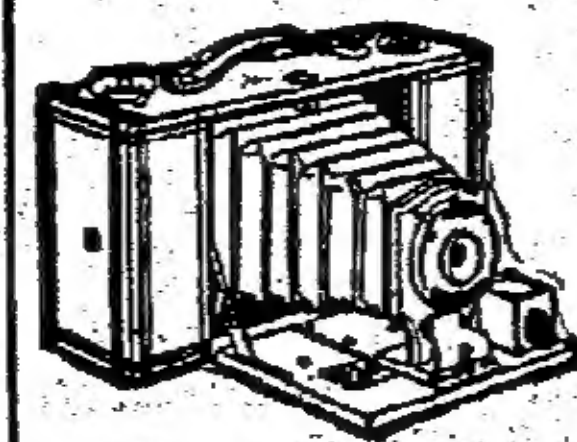
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[910]

INTIMATIONS

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By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 26th July, 1910. [865]

HONGKONG - SHANGHAI INTERPORT SWIMMING

GALA

AT SHANGHAI

SEPTEMBER 1, 2 AND 3, 1910.

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FRANK LAMBERT,
Hon. Secretary,
Victoria Recreation Club.

Hongkong, 9th August, 1910. [919]

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the REVENUE FARMS in the STATE OF NORTH BORNEO from 1st JANUARY, 1911, as set out hereunder—

Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock Noon, on the 1st day of OCTOBER, 1910, for the purchase of the exclusive privileges of the FARMS enumerated below for a period of 1, 2 or 3 years, commencing on the 1st JANUARY, 1911.

The FARMS above referred to are the OPIUM, SPIRIT, GAMBLING, and PAWNBROKING FARMS for the whole or part of the State. Copies of the Forms of Contracts for the FARMS and full particulars of the conditions to be observed by tenderers may be seen on application at the Office of the Government Secretary, Sandakan, or of Messrs. GUTHRIE & Co., Singapore and Penang, or of Messrs. GIBB, LIVINGSTON & Co., Hongkong.

The retail rates for Opium fixed by Government for the Opium Farm for 1911, 1912 and 1913 are those specified below, viz.—

For every 5 lbs. packet	\$0.144
" 4 "	0.19
" 5 "	0.24
" 6 "	0.29
3 cwt. receptacle	1.45
1 cwt.	4.80

Hongkong, 21st June, 1910. [762]

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A HIGH-CLASS BOARDING AND DAY SCHOOL FOR YOUNG LADIES, MACAO.

UNDER THE PATRONAGE OF HIS LORDSHIP THE BISHOP OF MACAO.

THE Classes of the above establishment will RE-OPEN on the Ninth of September next.

The teaching of Foreign Languages forms the principal feature of the College; all the Teachers being Europeans. Portuguese, English, French and German are taught by Skilled Certificated Teachers. There are four Portuguese Lady Teachers from Portugal, two English, two French and one German, all possessing diplomas of Certified Trained Teachers.

Beside Languages, the Girls are taught in their own Languages, Geography, History, Arithmetic, Religion, Morality and Civility. Music, Vocal and Instrumental, Painting, Oil and Water-colour, Needlework and Embroidery are taught by the same efficient staff of Ladies. The Convent is situated at the East end of Praia Grande, overlooking the sea. The Class-rooms and Dormitory are very roomy and airy. Excellent table. The Sanitary arrangements are perfect.

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THE LADY SUPERIORESS.

Hongkong, 12th August, 1910. [933]

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Private Bar and Billiard Rooms.
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Electrically Lighted; Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
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MANAGER.
Hongkong, 24th July, 1909. [3853]

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TELEGRAPHIC ADDRESS "COMFORT," Hongkong.

Hongkong, 16th April, 1910. [3542]

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"Braeside," 20, Macdonnell Road.

Hongkong, 4th December, 1907. [336]

VICTORIA HOTEL

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WM. FARMER, Proprietor.

[3623]

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All comforts of a home.

A most pleasant retreat for those desirous for a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (s.s. *Sui An* and *Sui Tai*) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

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THE MANAGER.

[3213]

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Picture and Painting Books, Postage Stamp Albums with Keen's Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection invited. [389]

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All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 16TH, 1910.

No name during the last half century has been held in greater respect by Englishmen and no memory is likely to be more revered than that of the noble and self-sacrificing Englishwoman of whose death, at the ripe old age of ninety, we have telegraphic news to-day. FLORENCE NIGHTINGALE's magnificent work in the Crimea as the organizer and superintendent of a new military nursing system constituted her the most illustrious heroine of the Empire and earned for her a nation's undying gratitude. In the midst of the nation's rejoicings over the victories which were being gained over the Russians by the allied troops in the Crimea, a feeling of deep indignation manifested itself as news came home of the wounded lying uncared for, the sick untended, the dying unconsolled. "The commonest necessities of a hospital are wanting," wrote the *Times* war correspondent, "there is not the least attention paid to decency or cleanliness, the stench is appalling, and for all I can observe, the men die without the least effort to save them. There they lie, just as they were let generally down on the ground by the poor fellows, the comrades, who brought them on their backs from the camp with the greatest tenderness, but who are not allowed to remain with them." There were doctors sufficient—one it seems to every fifty-five men—but there were no nurses except the untrained orderlies, and though huge quantities of hospital stores were sent, the

organization was such that these stores were seldom available when needed. The employment of female nurses was disliked by the military authorities, for the experiment had been tried, and it was given in evidence by the Secretary of State for War, before a Commission of Inquiry into the conduct of the campaign, that "the class of women employed as nurses had been very much addicted to drinking, and they were found even more callous to the sufferings of soldiers in hospitals than men would have been." But as the war progressed pressure was brought to bear on the War Department through the Press and other channels which led to a reconsideration of the matter. "Are there no devoted women among us," wrote WILLIAM HOWARD RUSSELL to the *Times*, "able and willing to go forth to minister to the sick and suffering soldiers of the East in the hospitals at Scutari?" Are none of the daughters of England at this extreme hour of need ready for such a work of mercy? France has sent forth her Sisters of Mercy unsparringly, and they are even now by the bedside of the wounded and the dying, giving what women's hand alone can give of comfort and relief. Must we fall so far below the French in self-sacrifice and devotedness, in a work which Christ so signally blesses, as done unto Himself? "I was sick and ye visited Me?" This rousing appeal had the effect of inundating the authorities with applications from women of all classes who, moved by the harrowing accounts of the suffering soldiers, were anxious to go out as nurses. The DUKE OF NEWCASTLE, giving evidence before the Commission, said: "The difficulty was to get a lady to take in hand the charge of superintending and directing a body of nurses. After having seen one or two, I almost despaired of the practicability of the matter until Mr. STONEY HERBERT (who was at the head of the War Department) suggested Miss NIGHTINGALE, with whom he had been previously acquainted, for the work, and that lady eventually undertook it." Mr. HERBERT had written to his friend fully explaining the position. "There is but one person in England that I know of who would be capable of organizing and superintending such a scheme," he wrote. "Your own personal qualities, your knowledge and your power of administration, and, among greater things, your rank and position in society, give you advantages in such a work which no other person possesses." Mr. HERBERT was not sanguine as to Miss NIGHTINGALE's answer, but while he was engaged writing his lengthy letter, Miss NIGHTINGALE in her country home had been reading in the *Times* Mr. RUSSELL's appeal to the women of England and was moved by it to offer her services. Her letter crossed that of Mr. HERBERT, of which she was in complete ignorance, and this unique circumstance, as her biographer puts it, gave "a rounded completeness to the call of FLORENCE NIGHTINGALE, which came as the voice of God speaking through her tender heart." The Government gave to her plenary power over all the nurses and unlimited power of drawing for whatever she thought requisite for the success of her mission. Balaclava was fought four days after she left London, and Inkerman the day after she arrived at Scutari. The wounded were arriving by the shipload, and FLORENCE NIGHTINGALE was immediately face to face with a task "unparalleled in its magnitude and appalling in its nature." English history has few more touching, few more glorious pages than the simple record of her achievements. As her biographer very truly puts it, "we honour the soldier and applaud the valiant hero, but it required a more indomitable spirit, a higher courage, to purge the pestilential hospital at Scutari; to walk hour after hour its miles of fetid corridors crowded with suffering, even agonised, humanity than in the heat of battle to go 'down into the jaws of death' as did the noble 'Six Hundred.'" Miss NIGHTINGALE herself fell a victim to the worst form of Crimean fever, from which so many soldiers and members of the medical and hospital staffs succumbed; but happily her life was spared and she has lived many years—though unhappily in an impaired state of health, and she has seen many proofs that her noble services will long continue to dwell in the grateful remembrance of her country. When her work in the Crimea was completed a public subscription was raised in recognition of her labours. It had reached the high figure of £44,000, and there is little doubt that the fund would have been increased to £50,000, the amount the Committee had set itself to obtain, had not Miss NIGHTINGALE herself brought the list to a close in order that public be-

nevolence might be diverted to the fund raised to help the victims of the devastating inundations in France in 1857. The money subscribed was devoted to the foundation of a Nightingale Home for the Training of Nurses. Miss NIGHTINGALE after her return was confined to her home by illness for several years, but she had the satisfaction of seeing the seed of her labours in the Crimea begin to bear fruit in reforms of a permanent character in the army. She had not only been instrumental in effecting great improvements in the military hospital system, but had accomplished much valuable work during the last months in the Crimea by providing useful occupation and recreation for the convalescent soldiers and the men in camp by furthering reforms in the cooking and diet of the soldiers. For the improvements which have been made in all these respects during the last forty or fifty years, the soldier owes a deep debt of gratitude to the organising genius and deep human sympathy of FLORENCE NIGHTINGALE. Nor is the civilian less indebted to her. While her life's work has been so largely identified with the Army, the Queen of Nurses has by her pen and voice done great service for the sick poor in our crowded cities and has raised the art of nursing generally to "the finest of the Fine Arts." QUEEN VICTORIA, who appreciated her services very highly, conferred upon Miss NIGHTINGALE the Red Cross, and KING EDWARD paid her the graceful compliment six years ago of conferring upon her the dignity of a Lady of Grace of the Order of John of Jerusalem. No titles, however, can serve to enoble the name of FLORENCE NIGHTINGALE better than her deeds, and in the traditions of the Nursing Profession it is a name which can never cease to be held in the highest honour.

Cable communication with Macao is interrupted.

The German Mail of the 14th July was delivered in London on the 13th inst.

Mr. A. J. Hadley, of the indoor staff of the Customs at Shanghai, has been ordered to Canton as Chief Examiner.

H.M.S. *Africa* is bound for Colombo to be recommissioned and will return with the new crew to the China Station.

The health return for last week was satisfactory, only one case of plague and one case of enteric fever having been notified in the Colony.

News reaching India from Kashmir shows that Dr. Morrison, the Peking correspondent of *The Times*, has arrived overland from China at that far-off outpost.

The total output of the Chinese Engineering and Mining Company, Limited, three mines for the week ending 30th July amounted to 27,875.67 tons and the sales during the period to 20,314.98 tons.

News has been received at Shanghai that Mr. Arthur Bassett has resigned from the position of District Attorney of the United States Court for China. He is taking up a private law practice in Mexico City.

Amongst the winners of the N.E.A. Badge and £12 in the competition for the King's Prize at Biele was Sergeant W. H. Dady, of the "Reserve" Co. Shanghai Volunteers, who scored 325 out of a possible 355 points.

Col. E. J. Cooper, C.B., M.V.O., has been appointed Brigadier-General to command the troops in North China. He formerly belonged to the Royal Fusiliers, and has the Sudan, South African, and Tibet campaigns to his credit.

Mr. Stuart J. Fuller, who has been American Vice Consul General at this port since the spring of 1906, leaves by the N. Y. K. *Atsuta Maru* to-morrow. He will be at the Consulate from 3 to 5 this afternoon to say good-bye to his friends.

Two Chinese appeared before Mr. E. R. Halifax at the Magistrate's yesterday on a charge of stealing 50lbs. of sugar and a basket from the Sugar Refinery at East Point. They were convicted, and each defendant was sentenced to three weeks' imprisonment with hard labour.

The return of visitors to the City Hall Library, and Museum for the week ending 14th August, 1910, shows that of non-Chinese there were 353 to the Library and 136 to the Museum, and of Chinese 152 to the former and 1,879 to the latter. The Library was, therefore, used by 505 persons and the Museum by 2,015.

The *China Critic* states that one of the leading firms in Tientsin has issued a circular inviting other firms to join in approaching the Commissioner of Customs with a view to the establishment of a regular water police force, properly organised, as the thefts on the Bund are getting too frequent, and many offences also occur on the water, where no supervision or patrol is kept at all.

At four o'clock yesterday morning a fire broke out in a godown in Sai On Lane, West Point. The fire brigade were early on the scene, but owing to the situation of the building they were retarded in their work, and it took some two hours to get the fire under control. The godown was stocked with general merchandise, the goods being insured for \$5,000 in the Chun On Insurance Co., \$1,000 in the Po Wah and \$1,000 in the Fuk On.

The meeting between the Macao tennis players and those of Club de Recreio at Kowloon ended yesterday in a complete victory for the visitors.

It is stated that Mr. J. C. Dyer, formerly of the Hongkong and Shanghai Bank, has arrived in Shanghai to take up the position of Manager of the Cathay Trust, Ltd., under the general management of Messrs. J. A. Wattie & Co.

Before Mr. E. R. Halifax at the Magistrate's yesterday two soldiers from the Buffs regiment were convicted of stealing two albums from a Japanese curio shop in Arsenal Street. The defendants entered the shop, asked to be shown an album, and suddenly dashed out of the shop. The first defendant, who had a previous conviction, was sent to prison for six weeks, and the second to three weeks, both with hard labour.

The hearing of the application made by the Chinese Government for the extradition to Shanghai of Li Yu Min, formerly a kidnapper, was concluded before Mr. E. R. Halifax at the Magistrate's yesterday. Mr. H. L. Denny, senior, acting Crown Solicitor, made the application, and defendant was represented by Mr. Eldon Potter, instructed by Mr. P. W. Goldring (of Messrs. Goldring, Barlow & Morrell). His Worship said he intended to commit the defendant to gaol pending the decision of His Excellency the Governor.

The Venerable Archbishop A. E. Moyle, B.D., who has nearly completed his jubilee of mission work in China, will be leaving the scene of his life's labours next October for England. Although it was originally his intention to remain in China until the spring, Archbishop Moyle has decided upon an earlier return to the home-land. According to present arrangements Archbishop and Mrs. Moyle will spend a short time in Shanghai during September, when an opportunity should be found to testify to the public appreciation of their devoted service extending over some fifty years.

A correspondent writes to the *China Times* that at the Railway Hotel, Shanhaiwan, on the night of the 5th instant, while dinner was being served, an unpleasant incident occurred which considerably alarmed the guests of that hostelry. It appears that a visitor from Tientsin who had been imbibing too freely drew a revolver and commenced firing it in the dining-room. There was a stampede from the room, but the Austrian Minister remained behind and succeeded in persuading the individual with the gun to leave the room, though before he would do so he had to threaten to call the Chinese police. As soon as the man with the revolver reached his room he proceeded to discharge the weapon again, the shots passing along the verandah. Mr. Geo. Teat, of the I. B. N. C., at considerable personal risk approached and, after a struggle, succeeded in disarming him. Seeing that the hotel was full of guests and that all the tables in the dining-room were fully occupied it seems a miracle that nobody was struck by the erratic flying bullets.

As a mark of appreciation in the interest evinced by the Portuguese community of Shanghai, the affiliated committee of the Mausoleo sobre a Sepultura do Heros de Passa-Leao have extended an invitation to Mr. J. Nolasco, the Captain of the Portuguese Co. S. V. C., to send a squad of twenty men down to Macao in order to participate in the unveiling of the monument to Colonel Vicente Nicolao de Mesquita and His Excellency Amaral, the Governor of Macao, which takes place on the 22nd inst. A meeting was accordingly convened at the company's headquarters last Tuesday, when it was agreed to accept the invitation. The squad will therefore sail for Macao via Hongkong on the 18th inst. by a Jardine steamer, under the command of Captain Nolasco. In addition to the participation of the unveiling of the statues, there will be a shooting competition between the Portuguese Co. S. V. C. and a combined team of the Portuguese Army and Navy. The statues were subscribed for by the Portuguese communities of Macao, Hongkong, Shanghai, Japan and coast ports in recognition of the yeoman service rendered by the hero of Passa-Leao during the time when Macao was on a bad footing with China.

The review of Admiral Robley D. Evans' book "An Admiral's Log" writes:—We could have wished that Admiral Evans had told us more about the Philippines. He acknowledges that the Filipinos hate American rule so much that "many of them do not hesitate to say they would be glad to have the Spaniards back in our stead." The statement is perfectly true. If Mr. Roosevelt had been to the Philippine Islands as well as Egypt he would probably have hesitated a long time before he made his speech at the Guildhall. What he said about the condition of Egypt was certainly accurate, and probably salutary, but it was quite evident that he only knew the Philippine Islands through the medium of amiable reports. The very mistakes which he condemned in Egypt are being reproduced in the Philippines. Admiral Evans records the fact that when he was there Filipino Judges were actually permitted to pass sentences on American soldiers. The catalogue of American mistakes in the Philippines is long and grievous, though largely due to inexperience. A resident told Admiral Evans that "the people were satisfied with things as they stood, and did not want any of our new sanitary methods and improvements." The Admiral grew impatient. "One could not argue with such a fool," he says. "Education will in time remedy all this. If it does not, bullets and bayonets, I know, will." It will be observed that the gallant Admiral's notions of sympathetic pacification may be deemed a little crude, even by Mr. Roosevelt. But he belongs to the best type of sailors, and he has had an honourable and interesting career. Though unsparing in his exposure of its defects he leaves a vivid impression of the fine spirit that permeates the modern United States Navy.

TELEGRAMS.

[Protected by the Telegraph Message
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[ROUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

GREAT FIRE AT BRUSSELS
EXHIBITION.

THREE SECTIONS DESTROYED.

LONDON, August 15th.
The British, French and Belgian sections at the Brussels Exhibition have been annihilated by fire. Others have been partly destroyed. Twenty or thirty persons have been injured.

The British loss includes a loan collection valued for insurance purposes at £100,000.

THE VATICAN AND SPAIN.

DISSATISFACTION AMONG THE
CARDINALS.

LONDON, August 15th.
There is marked dissatisfaction among the leading Cardinals that Cardinal Merry del Val failed to consult the congregation respecting the policy to be adopted towards Spain.

There was even some thought of presenting a collective remonstrance to His Holiness the Pope, but after deep consideration the project was abandoned.

THE STRANDED CRUISER.

LONDON, August 14th.
The cruiser "Duke of Edinburgh," which stranded off the Isle of Wight during fog, has been refloated. It is understood that she is undamaged.

DEATH OF FLORENCE
NIGHTINGALE.

LONDON, August 14th.
Miss Florence Nightingale is dead.

AEROPLANE FOR MILITARY
USE.

LONDON, August 14th.
The French Minister for War has placed orders for fifty aeroplanes of different types from credits for 1910, and proposes to organise a Legion of Aviators, for which he will ask a credit of two million francs in 1911.

GREECE AND CRETE.

LONDON, August 14th.
The Greek Crown Prince will return to Athens on Friday.

[FROM THE "CHUNG NGOI SAN PO."]

CHINESE NAVAL MISSION.

PEKING, August 15th.
Prince Tsun and Admiral Sah were yesterday granted a farewell audience by the Prince Regent before starting for America and Japan in order to study naval affairs.

CHINESE POLITICS.

PEKING, August 15th.
Prince Ching has refused to accept the office of President of the newly-established Cabinet on the ground of his old age.

[FROM THE "N.-C. DAILY NEWS."]

LIQUOR TRADE STATISTICS
FOR 1909.

LONDON, August 9th.
The licensing statistics for 1909 show a continued decrease of licensed premises, but a striking increase of clubs. The most remarkable feature of the statistics is the decrease in the convictions for drunkenness.

THE COTTON TRADE.

LONDON, August 11th.
The Federation of the Master Cotton Spinners at Manchester in its report says that the year has been disastrous owing to the high price of raw material and the failure of the crops.

CITIZEN SOLDIERS.

LONDON, August 11th.
Telegrams from Pretoria state that Mr. J. C. Smuts, Minister for Defence in the South African Ministry, in the course of a speech advocated the military training of citizens on Swiss lines.

COUNTY CRICKET.

LONDON, August 8th.
The following are the results of the cricket matches played on August 4, 5 and 6:—
Kent beat Gloucestershire at Canterbury by an innings and ninety-six runs.
Warwickshire beat Derbyshire at Birmingham by 143 runs.
Lancashire beat Northamptonshire at Northampton by 112 runs.
Sussex beat Leicestershire at Leicester by two wickets.
Surrey beat Middlesex at the Oval by two wickets.
Nottinghamshire beat Essex at Leyton by three wickets.
The match between Worcestershire and Yorkshire at Worcester was drawn.
LONDON, August 11th.
The following are the results of the cricket matches played on August 8, 9 and 10:—
Surrey beat Northamptonshire at Northampton by an innings and ninety runs.
Kent beat Somersetshire at Bath by 471 runs.
Leicestershire beat Yorkshire at Leeds by 259 runs.
Gloucestershire beat Worcestershire at Cheltenham by an innings and sixty-three runs.
Middlesex beat Essex at Lord's by two wickets.
Hampshire beat Derbyshire at Chesterfield by 102 runs.
Sussex beat Lancashire at Brighton by eleven runs.

SUPREME COURT.

Monday, August 15th.
IN SUMMARY JURISDICTION.
BEFORE HIS HONOUR MR. F. A. HAZELAND
(ACTING JUSTICE OF THE PEACE).

A BORROWER'S DIFFICULTIES.
Bhagat Singh brought action against Luk Ki Kwong, a clerk in the employ of Messrs. Brutton & Hott, for the recovery of \$200 due on a promissory note. Plaintiff appeared in person, and Mr. J. H. Gardiner acted for defendant.
Mr. Gardiner said the defendant admitted the amount. It was only a question of payment by instalments.
His Lordship—You consent to judgment?
Mr. Gardiner—Yes.
His Lordship—What is the amount of interest?
Mr. Gardiner—I don't know. The original loan was for \$80. The interest has been included.
His Lordship—I see by the note he agrees to pay \$15 a month. What is his salary?
Mr. Gardiner—\$45 a month.
His Lordship decided that repayment should be made by monthly instalments of \$15.

IN ORIGINAL JURISDICTION.

BEFORE SIR F. FRIGOTT (CHIEF JUSTICE).

SALESMAN OR PARTNER?
Action was brought by the I On Marine and Fire Insurance Company, Limited, against Hu Fung Shan for \$5,462.50, money lent and interest. Mr. M. W. Slade, instructed by Mr. Stevenson, of Messrs. Deacon, Looker & Deacon, appeared for the plaintiff, and Mr. Eldon Potter, instructed by Mr. Hodgson, of Messrs. Ewins & Harston, appeared for the defendants.

The statement of claim set forth that the defendant was a trader whose address was care of the Kwong Tak Fat Hong in Bonham Stand. He was at all material times a partner in the Kwai Mow Fat Koo firm which ceased to carry on business in or about the month of March, 1907. On the 30th April, 1905, plaintiffs lent to the Kwai Mow Fat Koo firm the sum of \$5,000 at \$7.50 interest per \$1,000 per Chinese month. The interest on the loan up to 14th June, 1909, amounted to \$1,462.50.

The statement of defence was a denial by defendant that he was ever a partner in the said firm, in which he had been a salesman. He admitted that the plaintiffs had lent the sum mentioned to the Kwai Mow Fat Koo and stated that he had signed the document as a salesman only. Moreover, all accounts between the Kwai Mow Fat Koo firm and the plaintiffs had been settled after the former had ceased to carry on business.

Mr. Slade said that he would produce evidence that a salesman would never sign a receipt like that.

His Lordship—You don't require.
Mr. Slade added that he would prove that the signature to the signature was defendant's, and that defendant had lent 225 shares of \$100 each, \$50 paid up, in the firm in which he was said to be a salesman.

The assistant secretary of the plaintiff firm stated that the defendant's father was the principal of the Kwai Mow firm, and when he died his son, the defendant, took his place.
The defence was opened and the hearing adjourned.

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MELVILLE, GILY & Co., Bankers, 5, Rue de la Bourse, PARIS (France). [886]



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HOOSAIN-ALI & Co., No. 14, Queen's Road Central, Hongkong, 18th July, 1910. [737]

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TAILPAULING ARNOLD, KARBURG & CO Sole Agents. [535]

GRIMAULT'S SYRUP OF HYPOPHOSPHITE OF LIME FOR STUBBORN COUGHS BRONCHITIS WEAK LUNGS CATARRH CONSUMPTION

HONGKONG TIDE TABLE.

From August 12th to 18th, 1910.

HIGH WATER.		LOW WATER.	
Day of Week.	Mean Time.	Day of Week.	Mean Time.
Mon.	12.50	Mon.	12.50
Tue.	13.00	Tue.	13.00
Wed.	13.10	Wed.	13.10
Thurs.	13.20	Thurs.	13.20
Fri.	13.30	Fri.	13.30
Sat.	13.40	Sat.	13.40
Sun.	13.50	Sun.	13.50

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 16th

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.90	29.71	29.69
Thermometer	85	85	85
Humidity	80	79	79
Wind Direction	SSW	SSW	S
Force	3	3	1
Weather	cg	cg	op
Rain		0.18	

Highest open air Temperature on 14th, 88
Lowest open air Temperature on 14th, 80

VOYAGE IN THE BRITISH ARMY AIRSHIP.

EXPERIENCES OF A PASSENGER.

PITCHING OF THE SHIP.

By special permission of the Army Council a special correspondent of *The Daily Mail* made an hour's flight over the country around Farnborough last month in the Government dirigible balloon *Beta*—the first civilian passenger in an Army airship. His impressions of the flight are printed below.

Donning overall, I boarded the dirigible as "third man." Previously our weights had been registered and the car of the airship ballasted with sandbags. Mr. T. Ridge, assistant of the balloon factory, was in charge of the engine. Lieutenant P. W. L. Broke-Smith was in command of the ship. The wind, which was gusty, was blowing at the rate of from eight to ten miles an hour. Twenty-five sappers of the balloon corps, under the command of Captain King, superintended our ascent. At 5.55 p.m. the order was given to "let go." Floating up from Farnborough as a free balloon without engine-power, we ascended to an elevation of 200ft.

Above our heads, blotting out the sky, was the outline of the dirigible's envelope, which—containing 33,000 cubic feet of gas—supported us in the air. Below lay the airship works, plainly visible to view. At an elevation of 250ft. Lieutenant Broke-Smith ordered the starting of the engine. Mr. Ridge turned a crank which actuated it. Immediately the two propellers—set in a framework on either side of the envelope—began to revolve.

We had been speaking to each other quite easily a moment before. But when the engine started a deafening din arose. The narrow platform vibrated under our feet. Looking down upon some tree-tops below I saw that we had begun to move through the air.

THE SENSATION.

"Bring her facing the wind," shouted Lieutenant Broke-Smith into the steersman's ear. He altered his wheel. Obediently the dirigible swung round. At once what seemed a gale of wind began to blow. The airship, facing into the wind, hung irresolute for a moment. Then it forged slowly ahead.

The sensation was that of being in a racing motor-car. The wind smote into our faces. The roar made ordinary speech impossible. At 5.59 we were 500ft. above the earth.

Below us lay Cove Common. Cyclists and onlookers on foot were dotted upon it. Lieutenant Broke-Smith, who had asked me to assist him with the log of the voyage, called out the first observation. It is a rule that the elevation of the airship upon a journey is recorded every five minutes. There is no passenger accommodation on the dirigible. I sat on the outer rail of car, with sandbags under my feet, and with nothing but an aluminium rod between me and the ground far below.

We had left the balloon factory a mile behind when a sudden gust of wind attacked us. For the first time I realised that I was in the air. The point of view of the dirigible swung slowly upwards. Then we dropped. It was like the run down upon a switchback. "We have fallen fifty feet," explained Lieutenant Broke-Smith. The steersman pointed up his elevating planes, and we rose again. One puff of wind after another assailed us. The airship rocked uneasily. The movement resembled that of a steamer assailed by a strong head sea. "Air-sickness" would seem as great a possibility as *mal-de-mer*. Under our feet appeared a colony of tents—one of the canvas on the left, the other of the canvas on the right. The soldiers, whom we could distinctly see, stood in groups gazing upwards. Aldershot lay away upon our left. Although we must have appeared an insignificant speck in the sky to its citizens, every detail of it lay clear. We could have prepared a map showing every street.

WATCHING THE WIND.

"We are 600ft. high," shouted the commander. The rush of wind, as the dirigible gained way, almost robbed one of breath. Still she rocked and swayed.

The neatly arranged tents of another camp appeared below us. Running from their shelter-sleeves, the soldiers in their shirt-sleeves, the other gust of wind struck the airship. Her nose rose; then came a lurch earthwards.

We forged ahead over the Long Valley. I looked up at the rudder. The airship, I saw, responded to the slightest movement of the pilot's wheel. "There is Caesar's Camp," shouted the commander, pointing to our left. Then, above the clamour of the engines, he began to impart to me some details of the ship. "She is 104ft. long," he shouted. "Her width is 25ft."

"The art of navigating a dirigible," he added, "is to discover one's best level. It may be 800ft. or 100ft. The trick is to find out at which elevation the wind is least strong."

The picture of Crookham now lay below us—a pretty panorama of cottages. Six miles after starting from the balloon factory we found ourselves over Ewshott Barracks. This was a point which we had been ordered to reach by Colonel Capper. In war time we should have been either carrying a despatch or making observations. The soldiers—looking like tiny dolls from the height at which we observed them—ran out from their tents. Their horses stood quiet—apparently unmoved by the roar of our engines. Next we passed over a rural tract of country. Looking down from an altitude of 800ft., I saw harvesters in the fields. The farm hands stopped their work as the airship passed above them.

Far below, behind an old farmhouse, a careful housewife was feeding her fowls. It was a curious sight to see the chickens—tiny restless specks—run here and there as the grain was thrown to them. At this stage of our aerial journey we were 650ft. high. Another village passed below us. It was Cranford. The people, evidently hearing our engine hastened out into the street. Looking back, we could still see the outline of the dirigible ahead. A shimmer of water appeared on our right. That is Fleet Pond five miles away," cried Lieutenant Broke-Smith.

Now we were 950ft. high. Conversation, which had at first been impossible, seemed easier now that we had become more accustomed to the ceaseless din of the engine. With a turn of the rudder we circled accurately round a mansion which stood in a park.

As we turned a gale of wind appeared to assail us. The platform below our feet rose and fell. "Now we are running before the wind," cried the commander. The dirigible lurched sideways and began to gather speed.

Our pace quickly increased from eighteen miles an hour to forty. Fields slid away below us. The sun, which had been lurking behind some clouds, suddenly came out. Below us a peaceful English landscape was exposed to view. It would have been possible to make an accurate map of the land for five miles on either hand. No enemy could have lurked unseen below us.

A dim collection of house-tops came into sight. That is Fleet," said Lieutenant Broke-Smith. He was feeding her fowls with a pencil. We headed towards it. Over Fleet railway station the dirigible made its way. We were

now 760ft. high. The streets of the town lay exposed below with extraordinary detail. A motor-van, speeding along one of the chief highways, was distinctly visible. It was possible to count the little knots of people who stood gazing upwards.

We sped rapidly above some fields. In them were a number of cows. Alarmed by the noise of the engine the animals scampered for shelter beneath some trees. Now the roof of the dirigible shed appeared in view. Looking behind us we saw the glitter of Fleet in the setting sunlight. Wheeling over Cove Common we observed a group of sappers ready to grasp the trail rope of the airship. To cut the rope meant for its lashings Lieutenant Broke-Smith had provided me with a bowie-knife.

"Now," he cried, after we had circled twice in order to obtain a lower elevation. "Cut the rope. It will fall in coils to the ground."

The engine ceased its roar. Half a dozen sappers ran to seize the trail rope. Gently we were drawn to the ground. "All over," said the commander. Oil-battered, with a singeing in our ears, we stepped from the dirigible's car.

Back upon the earth again, the *Beta's* commander and I worked out her mileage during the voyage which had lasted exactly an hour. The nine miles to Cranford we had traversed at the rate of eighteen miles an hour against the wind. From Cranford to Fleet Pond we had covered six miles at the rate of forty-five miles an hour. After this we had circled for eight miles. Altogether the voyage had represented an aerial journey of twenty-three miles.

Imagining the trip to have been made in war-time we could have delivered naval despatches and traced the disposition of an enemy's forces.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 15th at 11.45 a.m.—The barometer has risen generally, moderately over China and Japan, and slightly over the Philippines and Annam.

The depression lying over S.E. Japan yesterday is moving away over the Pacific. Pressure is still low over S. China, and relatively high over the S. part of the China Sea.

The area of high pressure remains over the Pacific to the N.E. of Japan. Fresh S. and S.W. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.18 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood: S.W. winds, fresh; showers.

Formosa Channel: S.W. winds, fresh. Same as No. 1.

South coast of China between Hongkong and Lamook: Same as No. 1.

South coast of China between Hongkong and Hainan: Same as No. 1.

LATEST STEAMER MOVEMENTS.

The P.M. str. *Korea* arrived at San Francisco on the 15th inst.

The P.M. str. *Mongolia* left San Francisco on the 12th inst. for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due here at 7.30 p.m. on the 15th inst.

The H.A. str. *India* left Singapore for Hongkong on the 12th inst. p.m., and may be expected here on or about the 18th inst. p.m.

The Indo-China str. *Kumang* from Calcutta and the Straits left Singapore for this port on the 13th inst.

The H.A. str. *Hellas* left Singapore on the 13th inst. p.m., and may be expected here on or about the 21st inst. a.m.

The C.P.R. Co. str. *Empress of Japan* arrived at Kobe at 7.30 p.m. on the 15th inst., and left again at midnight same day for Shanghai, where she is due to arrive at 6 p.m. on the 14th inst.

The str. *Glenview* left Singapore on the 14th inst., and is due here on or about the 19th inst. p.m.

The Dodwell Line str. *Sugura* arrived at New York on the 9th inst.

The O.S.K. str. *Seaside* Maru which left Hongkong on the 15th inst. arrived at Tacoma on the 11th inst.

The I.G.M. str. *Kletis*, which left here on the 10th inst., at noon, arrived at Singapore on the 14th inst., at 7 p.m.

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NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS CO., LD., who are prepared to supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch. Telegrams: "Labor Labuan."

BRADLEY & Co., Agents. Hongkong, 12th August, 1909. [931]

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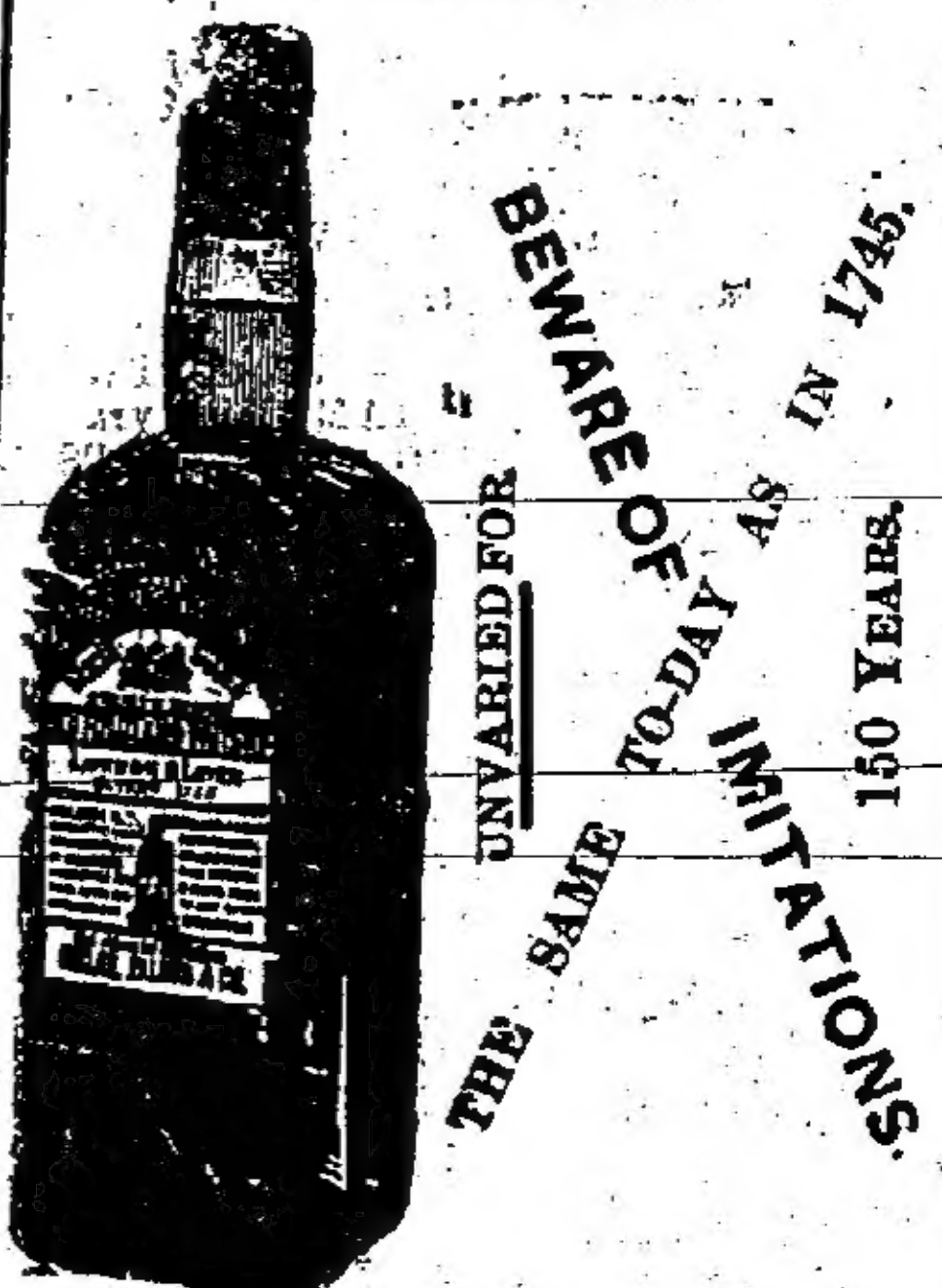
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For Particulars apply to H. OISHI, Manager, No. 2, Pedder Street, Hongkong. Hongkong, 9th January, 1909. [574]

ON SALE. BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS. January to June, 1910. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 30th June, 1910.

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS. [46]

SHIPPING IN PORT.

STEAMERS. BARON INKEDALE, British str., 2,139, D. McAlister, 4th August—Moji 29th July, Coal—Bradley & Co.

CATHERINE APCAR, British str., 1,730, G. F. Hudson, 8th August—Calcutta, Penang and Singapore 23rd July, General—David Sassoon & Co.

CROVVA, German str., 1,055, F. Schmitz, 7th August—Bangkok 1st August, Timber and Rice—Norddeutscher Lloyd.

COWRIE, British str., 3,255, L. J. Falla, 9th August—Norwegian 1st August, General—Asiatic Petroleum & Co.

DUNBAR, British str., 2,357, Martin, 9th August—Moji 3rd August, Coal—Shewan, Tomes & Co.

FOOCHOW, British str., 1,228, Vincent, 8th August—Hongkong 5th August, Coal—Butterfield & Swire.

FORBES, British str., 2,537, D. A. Gardiner, 7th August—Moji 1st August, General—McBride A. Wier & Co.

GERMANIA, German str., 600, C. Tyson, 3rd August—Sydney 27th July, Copra—Siemens & Co.

HAIGHING, British str., 1,267, W. C. Passmore, 14th August—Poochow, Amoy via Swatow 11th August, General—Dunlop, Lapraik & Co.

HANOT, French str., 630, J. Pannier, 13th August—Haiphong and Hobeu 12th August, General—A. R. Marty.

HEIMDAL, Norwegian str., 762, J. Johnson, 4th August—Fremantle 17th via Broekton 30th July, Sandalwood—Patterson & Co.

JOSHIN MARU, Japanese str., 702, Y. Yamamoto, 14th August—Amoy and Swatow 13th August, General—Osaka Shosen Kaisha.

KAIKONG, British str., 987, J. Warrack, 11th August—Cebu 5th and 10th 8th August, General—Butterfield & Swire.

KWANTUNG, Chinese str., 1,536, E. H. Pratt, 12th August—Shanghai 9th August, General—C. M. S. N. Co.

KWONGSANG, British str., 1,428, Bechard, 14th August—Shanghai 9th via Swatow 13th August, General—Jardine, Matheson & Co.

LIAN, British str., 1,350, Williams, 4th August—Shanghai 31st July, General—Butterfield & Swire.

LOONGMOON, German str., 1,971, F. Vogt, 10th August—Java 4th August, General—Java-China-Japan Line.

MANCHE, French str., 1,881, Gory, 14th August—Haiphong, General—Messageries Maritimes.

MANCHURIA, American str., 8,750, J. W. Saunders, 7th August—San Francisco 12th July, General—P. M. S. S. Co.

MOYTHA, British str., 6,163, W. Dixon, 25th July—Vancouver via Japan 23rd June, Lumber and General—Canadian Pacific Railway Co.

NOR, British str., 1,185, F. J. Prym, 9th August—Shanghai via Poochow 1st August, Case Oil—Asiatic Petroleum & Co.

PERSIA, British str., 2,744, A. Lockett, 9th August—Guaymas, Mexico via Moji 5th August, General—Eng Hok Fong S.S. Co.

PHUENPHU, British str., 1,065, Jas. H. Scott, 6th August—Saigon 2nd August, Rice and General—Chinese.

PITSANULOK, German str., 1,225, D. Reimers, 8th August—Swatow 7th August, Rice—Butterfield & Swire.

RAJAH, German str., 1,275, H. C. Rohrer, 12th August—Bangkok 5th August, Rice—Butterfield & Swire.

SIAM, British str., 995, Bins, 2nd August—Singapore 25th July, Kerosene Oil—McBain.

SIMONGAN, Dutch str., 1,202, H. Vos, 2nd August—Java 24th July, Sugar—Yuen Fat Hong.

SOSHU MARU, Japanese str., 1,895, K. Saka, 11th August—Kobe 2nd and Moji 4th August, General—Osaka Shosen Kaisha.

S. THAN, American str., 574, D. Pajo, 31st July—Manila 27th July, Sugar—W. B. & Co.

SZECHUEN, British str., 1,142, Sifford, 13th August—Wakamatsu 7th August, Coal—C. N. Co.

TAISANG, British str., 1,544, G. F. Matthews, 27th July—Saigon 23rd July, Rice—Jardine, Matheson & Co.

TAMBA MARU, Japanese str., 3,803, K. Sato, 7th August—Shanghai 4th August, General—Nippon Yusen Kaisha.

TEAN, British str., 1,346, A. W. Ontarbridge, 12th August—Manila 9th August, General—Butterfield & Swire.

THORIS, Norwegian str., 1,091, Jørgensen, 13th August—Bangkok 6th August, Rice—Aagaard, Thorsen & Co.

TIKINI, Dutch str., 2,826, H. Koops, 14th August—Amoy 13th August, General—Java-China-Japan Line.

YANUSZE, British str., 4,149, Jos. Ralford, 25th July—Liverpool and Singapore 19th July, General—Butterfield & Swire.

YOCROW, British str., 1,306, Mills, 4th August—Tientsin 28th July, Salt—Butterfield & Swire.

VESSELS EXPECTED.

THE INDIAN MAIL. The Indo-China str. *Pookang* from Calcutta and the Straits left Singapore for this port on the 10th instant.

THE CANADIAN MAIL. The C.P.R. Co. str. *Empress of China* arrived at Shanghai at 5.30 a.m. on the 15th instant, and left again at 5 p.m. same day for Hongkong, where she is due to arrive at 8 a.m. on the 18th instant.

THE AMERICAN MAIL. The T.K.K. str. *Chigo Maru*, will leave Manila for Hongkong on the 18th inst., and will arrive at this port on the 20th instant, at noon.

The P.M. str. *Asia* from San Francisco left Yokohama on the 15th inst. en route to Hongkong, and is due to arrive at this port on the 23rd inst.

THE GERMAN MAIL. The I.G.M. str. *Bucelo*, carrying the German Mails with dates from Berlin of the 27th ult., left Colombo on the 13th instant p.m., and may be expected here on or about the 24th instant a.m.

MERCHANT STEAMERS. The T.K.K. str. *Kyo Maru* from South American and Mexican ports, arrived at Yokohama on the 25th instant, and is due to arrive here to-day.

The Austrian Lloyd's str. *Venezia* left Singapore for this port on the 10th instant p.m., and is due here to-day at daylight.

The N.Y.K. str. *Kiama Maru* (European Line) left Singapore for this port on the 12th instant, and is expected here to-morrow.

The P. & O. S. N. Co. str. *Arctica* left Singapore for this port on the 12th instant at 5 p.m. with the outward English Mails, and is due here to-morrow at about 6 a.m.

The Mogul Line str. *Pathan* sailed from the United Kingdom on the 2nd instant for Hongkong via Straits.

The "Ben" Line str. *Bendorn* from Leith, Middlesbrough and London, left Singapore on the 10th instant for this port.

The Mogul Line str. *Lachin* left Singapore on the 14th inst., and is due at this port on or about the 20th inst.

The Indo-China str. *Kumang* left Calcutta for the Straits and Hongkong on the 5th inst., and is due here on or about the 21st instant.

The Bank Line Ltd.'s str. *Sueric* left Vancouver, B.C., on the 3rd instant, and is due at Yokohama on the 23rd inst.

The J.S.K. str. *Fanama Maru* left Tacoma for this port via Japan and Manila on the 6th instant, and is expected to arrive here on or about the 13th inst.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. P. E. Adams, Mr. W. B. McLennan, Mr. & Mrs. H. Allyn, Mr. D. M. Mickle, Mr. J. I. Andrew, Dr. C. Miller,

TODAY
10 A.M.—Auction of Naval and Victualling Stores, at H.M. Naval Establishments, by Messrs. Hughes & Hough.

FORTHCOMING EVENTS.
Saturday, 20th August—Ordinary Half-Yearly Meeting of Hongkong & Shanghai Banking Corporation, at City Hall, Noon.

SHIPPING.

ARRIVALS.
ANGHIN, German str., 1,001, S. Kumpel, 15th August—Bangkok 5th August, Rice—Butterfield & Swire.
ATSUTA MARU, Japanese str., 5,284, Thompson, 15th Aug.—Shanghai 14th Aug., General—Nippon Yusen Kaisha.
BORNEO, German str., 1,475, F. Semblil, 15th August—Sunderland 9th August, Timber—Molochers & Co.
CARL DIEDERICHSEN, German str., 774, Chr. Jurgensen, 15th Aug.—Pakhoi and Hoihow 14th August, General—Johnson & Co.
CHENAN, British str., 1,350, W. L. Jones, 15th August—Shanghai 11th August, General—China Navigation Co.
GERMANIA, German str., 1,714, Prandson, 14th August—Hongkong 12th August, Coal—Johnson & Co.
HERCULES, Norwegian str., 2,439, G. Bjørck, 14th August—Portland 14th July, General—P. & A. S. & Co.
INDIEN, Danish str., 3,613, Borg, 15th Aug.—Shanghai 11th August, General—Molochers & Co.
KAGA MARU, Japanese str., 1,800, Kitano, 15th August—Wakamatsu 7th August, Coal—Mitsui Bussan Kaisha.
KUSANO, British str., 1,485, K. C. D. Bradley, 14th August—Mog 10th August, General—Jardine Matheson & Co.
POLYNESIAN, French str., 3,543, Bruno, 15th Aug.—Yokohama 6th and Shanghai 12th August, General—Messageries Maritimes.
SINGAN, British str., 1,047, Jamieson, 15th August—Hoihow 14th August, General—Butterfield & Swire.
ULV, Norwegian str., 1,234, Petersen, 15th August—Chesoo 13th August, General—Angard, Thoresen & Co.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
15th August.
Forer, British str., for Singapore.
Germania, German str., for Canton.
Haiching, British str., for Swatow.
Hanoi, French str., for Hoihow.
Jasun Maru, Japanese str., for Swatow.
Loonquon, German str., for Saigon.
Monteagle, British str., for Vancouver.
Polynesien, French str., for Europe, &c.

DEPARTURES.
14th August.
PRINZ WALDENAR, German str., for Australia.
15th August.
CHENAN, British str., for Canton.
KWONGKANG, British str., for Canton.
VILLE DE LA CROIX, Fr. str., for Shanghai.

SHIPPING REPORTS.
The British str. Kudaug reports: Strong S.W. monsoon and sea. The Chinese str. Chenan reports: Fresh S.W. wind and heavy S.E. swell.

VESSELS IN DOCK.
August 15th.
TAIKOO DOCK.—Union, Yachow, Foochow, Huichow.

PASSENGERS.
ARRIVED.
Per Kutang, from Moji, Messrs. Lightbody and Currie.
Per Chenan, from Shanghai, Messrs. S. Wootton and Regazzoni.
Per Atsuta Maru, from Japan, &c., Mr. and Mrs. N. Igarashi, Rev. N. Peri, Lieut. A. P. Wood, Major K. Noda, Mr. P. Mohler, Mr. Sullivan, Mr. H. Bock, Mr. E. Woske, Dr. and Mrs. Forsyth, Mr. Z. W. Marlin, Mrs. W. G. Humphrey, Mr. M. Miyamoto, Mr. F. Soutar, Mr. A. S. Farnell and 2 children, Miss Bandt, Mr. L. P. Townsend, Mr. F. Agius, Mr. F. C. Ribiera, Mr. Y. Yung, Mr. K. Kuramochi, Mr. G. Fukui, Mr. S. Saito, Mr. K. Nagai, Mr. T. Honma, Mr. S. Honma and Mr. S. Nomura.
Per Polynesien, for Hongkong, from Shanghai, Mr. E. Clarke, Mr. N. Qunna, Miss Jeagerova, Mr. D. Rodway and Mr. A. Kempf; for Saigon, from Yokohama, Mr. Koike and Mr. Mazick; from Kobe, Mr. Matsumi and Mr. Ponguen; from Shanghai, Mr. Fank, Mrs. Tomi, Mr. Naguchi, Mr. Chundak, Mr. Desbat and Mr. Castanier; for Singapore, from Yokohama, Mr. C. Shaker and Mr. Grendon; from Shanghai, Mr. A. Frank, Mr. Isaac, Miss du Bondoy, Mr. Kutz, Miss Goldenberg and Mr. Coleaux; for Colombo, from Shanghai, Mr. Gifford; for Port Said, from Shanghai, Mr. Gabien; for Marseilles, from Yokohama, Mr. Garnier; from Shanghai, Mr. Andomard, Mr. Lauriol, Madame Coleaux and Mr. Giesbint.
DEPARTED.
Per Prinz Waldemar, for Manila, Messrs. J. Hana, O. Wyes, J. Lind, C. Canoziani, P. Galarraga and S. G. H. Ames, Mr. Mrs. and Miss Humphreys, Mr. and Mrs. A. Soale, Mrs. Logan, Mr. Arwin and 2 children, Mr. M. de Roche; for New Guinea, Messrs. K. Dusterl, O. Limberg, A. Liebke, Sister M. Lange; for Australia, Mr. and Mrs. S. J. Shipley, Miss W. Gullett, Dr. O. Sonnenhal, Mr. W. Johnston, Mrs. Childs and Master Yung.

PASSENGERS EXPECTED.
Per P. & O. str. Syria, from London, July 16, for Hongkong—Mr. T. J. Fauett, Mr. and Mrs. R. D. Johnson and child, Mr. and Mrs. G. L. Platt.
Per P. & O. str. Nere, from London, July 30, for Hongkong—Mrs. Miss P. and the Masters R. and W. Jolly, Mr. T. Dallen and Mrs. McCubbin.
Per I.G.M. str. Buelow, for Hongkong, from Hamburg, July 14—Mr. F. Heintzsch; from Naples, July 29—Col. W. T. Wood and Miss Wood.

報新外中港香
CHUNG NGOI SAN P O
(Chinese Daily Press)
PUBLISHED DAILY.
Is the oldest and still immeasurably the best Advertising medium among the Native Community.
Established for over FIFTY YEARS.
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Documents translated from or into Chinese or Colloquial Chinese.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	SERTE.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, HULL & ANTWERP	CARMARTHENSHIRE	Brit. str.	—	Daniels	JARDINE, MATHESON & CO., LD.	About 20th inst.
LONDON, &c., via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 20th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	k. w.	Kniel	HAMBURG-AMERIKA LINE	On 14th Sept.
ROTTERDAM, HAMBURG & ANTWERP, &c.	HABENIA	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINE	On 28th Sept.
HAVRE, BREMEN & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINE	On 19th inst.
HAVRE, BREMEN & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINE	On 27th inst.
HAVRE, HAMBURG & ANTWERP, &c.	SAZMA	Ger. str.	k. w.	Bones	HAMBURG-AMERIKA LINE	On 28th inst.
HAVRE & HAMBURG via STRAITS, &c.	POLYNESIAN	Fr. str.	k. w.	Fas	MESSAGERIES MARITIMES	On 23rd inst.
MARSEILLES, &c., via PORTS OF CALL.	INDIEN	Dan. str.	—	Bruno	MELCHERS & CO.	To-day, at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ATSUTA MARU	Jap. str.	—	Wm. Thomson	NIPPON YUSEN KAISHA	To-morrow, at Daylight
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 31st inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MIYAZAKI MARU	Jap. str.	—	T. Mural	NIPPON YUSEN KAISHA	On 14th Sept., at D'light
NA PLES, GENOA, ALGIERES, GIBRALTAR, &c.	PRINZ LUDWIG	Ger. str.	—	F. v. Binzer	MELCHERS & CO.	On 24th inst., at Noon.
TRIESTE, &c., v. SINGAPORE, &c.	SILEZIA	Aus. str.	—	E. Radonich	SANDER, WIELER & CO.	On 27th inst., p.m.
NEW YORK	BRAEMAR	Brit. str.	—	—	DODWELL & CO., LD.	About 26th inst.
NEW YORK	ALBENGA	Ital. str.	k. w.	Lorenzen	CARLOWITZ & CO.	About 17th inst.
BOSTON & NEW YORK	LENOR	Brit. str.	—	—	DODWELL & CO., LTD.	About 3rd Sept.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	2 m.	H. E. Dowall	CANADIAN PACIFIC R. CO.	To-day, at Noon
VICTORIA, B.C., VANCOUVER, TACOMA, &c.	REDFHILL	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 23rd inst.
VANCOUVER (Direct)	REDFHILL	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 27th inst., at 6 p.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPERESS OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 13th Sept., at 4 p.m.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	TANBA MARU	Jap. str.	—	K. Sato	OSAKA SHOSEN KAISHA	On 7th Sept., at Noon
TACOMA via KEELUNG & JAPAN	TACOMA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	On 25th inst., at Noon
CALLAO IQUIQUE, &c., via JAPAN PORTS, &c.	KITO MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 31st inst., at Noon
AUSTRALIAN PORTS via MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 21st inst., at Noon
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 2nd Sept., at Noon
AUSTRALIAN PORTS via MANILA	SPINZ SIGISMUND	Ger. str.	—	D. Loms	MELCHERS & CO.	On 10th Sept., at D'light
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 30th Sept., at Noon
KOBE & YOKOHAMA	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 18th inst., at Noon
KOBE & YOKOHAMA	HELIAS	Ger. str.	—	Sach	HAMBURG-AMERIKA LINE	On 22nd inst.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	k. w.	D. Loms	MELCHERS & CO.	About 23rd inst.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 31st inst., at Noon
JAPAN	TSUTATAP	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LUN	Quick despatch.
CHEFOO & NEWCHWANG	PAOTING	Brit. str.	1 m.	V. McCloynt-Liddell	JARDINE, MATHESON & CO., LD.	On 21st inst., at D'light
TIENSTIN	CHEONGSHING	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & CO., LD.	On 18th inst., at Noon
SHANGHAI	KWONGSANG	Brit. str.	—	Y. Nomura	NIPPON YUSEN KAISHA	To-morrow.
SHANGHAI MOJI & KOBE	TOSA MARU	Jap. str.	—	S. Barham	P. & O. S. N. Co.	On 18th inst., at D'light
SHANGHAI	ABORDIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst.
SHANGHAI	CHENAN	Brit. str.	1 m.	B. Bodnar	SANDER, WIELER & CO.	On 19th inst., at Noon
SHANGHAI YOKOHAMA & KOBE	VORWAERTS	Aus. str.	—	H. Fornes	JARDINE, MATHESON & CO., LD.	On 25th inst., at Noon
SHANGHAI KOBE & MOJI	KORANG	Ger. str.	—	Y. Fumoto	OSAKA SHOSEN KAISHA	About 25th inst.
SHANGHAI NAGASAKI KOBE & YOKOHAMA	BUELOW	Ger. str.	—	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	On 26th inst.
SHANGHAI via SWATOW, AMOY & FOOCHOW	BUJUN MARU	Jap. str.	—	Doinat	HAMBURG-AMERIKA LINE	On 29th inst., p.m.
SHANGHAI MOJI KOBE & YOKOHAMA	SYRIA	Brit. str.	—	Lancelin	MELCHERS & CO.	On 8th Sept.
SHANGHAI KOBE & YOKOHAMA	ANDRIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINE	End of Sept.
SHANGHAI KOBE & YOKOHAMA	TOURANE	Fr. str.	—	A. Fauder	JAVA-CHINA-JAPAN LUN	Quick despatch
SHANGHAI KOBE & YOKOHAMA	ALERIA	Ger. str.	k. w.	Y. Yamamoto	OSAKA SHOSEN KAISHA	To-morrow, at Noon
SHANGHAI YOKOHAMA & KOBE	TRACQUEBAR	Dut. str.	—	H. Murayama	OSAKA SHOSEN KAISHA	To-day, at Noon
SHANGHAI	TAIJIHONG	Dut. str.	—	W. C. Passmore	DOUGLAS LAFRAIK & CO.	To-morrow, at 10 a.m.
ANPING via SWATOW & AMOY	SOSHU MARU	Jap. str.	—	E. Stewart	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
TAMSUI via SWATOW & AMOY	JOHNN MARU	Jap. str.	—	J. W. Evans	DOUGLAS LAFRAIK & CO.	On 19th inst., at 10 a.m.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIK & CO.	On 23rd inst., at 10 a.m.
SWATOW, AMOY & FOOCHOW	HUICHOW	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	To-morrow, at Daylight
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
HAIPHONG	SINGAN	Brit. str.	1 m.	S. J. Payne	JARDINE, MATHESON & CO., LD.	On 19th inst., at 4 p.m.
MANILA	TEAN	Brit. str.	1 m.	A. Fraser	SHERMAN THOMES & CO.	On 20th inst., at Noon
MANILA	LONGSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO., LD.	On 26th inst., at 4 p.m.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHERMAN THOMES & CO.	On 27th inst., at Noon
MANILA	YUEHSANG	Brit. str.	—	Mathias	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
MANILA	RUBI	Brit. str.	1 m.	F. Semblil	MELCHERS & CO.	End of Aug.
LOILO & CEBU	KAITONG	Ger. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 23rd inst.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	G. P. Parsons	DATTA SASSON & CO., LD.	To-morrow, at Noon
BOMBAY via SINGAPORE & COLOMBO	ERGO MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & CO., LD.	On 20th inst., at Noon
SINGAPORE, PENANG & CALCUTTA	CATERPILLER APCAR	Brit. str.	—	H. Koops	JAVA-CHINA-JAPAN LUN	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	KUTANG	Brit. str.	—	—	—	—
BATAVIA, CHERIBON, SAMARANG, &c.	TURKIN	Dut. str.	—	—	—	—

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
YOKOHAMA & KOBE	"PRINZ SIGISMUND," Capt. D. LENZ	6,000	About 23rd August.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG," Capt. F. v. BINZER	18,300	Wedday, 24th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW," Capt. H. FORNIES	16,900	About 24th Aug.
KUDAT and SANDAKAN	"BORNEO," Capt. F. SEMBIL	5,050	End of August.
MANILA, ANGAUR, YAP, MAROUN, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND," Capt. D. LENZ	6,000	Saturday, 10th Sept., at Daylight

* Fitted with wireless Telegraphy New System of Telefunken.
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NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 16th August, 1910.

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PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, VANCOUVER, B.C. SEATTLE & TACOMA
via
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
REDFHILL	3,889	H. E. Dowall	23rd August.
SUVERIC	6,232	F. S. Cowley	27th September.
KUMERIC	6,232	G. B. McGill	20th October.
AYMERIC	4,362	J. Boyd	20th November.

* Calling at Amoy and Keelung if sufficient inducement offers.
These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

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Hongkong, 10th August, 1910.

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From Hongkong.	From St. John, N.B.
"MONTEAGLE" TUESDAY, 16th Aug.	"EMPERESS OF BRITAIN" FRI, 23rd Sept.
"EMPERESS OF CHINA" SAT, 27th Aug.	"EMPERESS OF INDIA" SAT, 17th Sept.
"EMPERESS OF INDIA" SAT, 17th Sept.	"EMPERESS OF JAPAN" SAT, 8th Oct.
"EMPERESS OF JAPAN" SAT, 8th Oct.	"EMPERESS OF IRELAND" FRI, 4th Nov.
"MONTEAGLE" TUESDAY, 8th Nov.	"EMPERESS OF CHINA" SAT, 5th Nov.

* The "EMPERESS" steamships on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10
Intermediate on Steamers " " £45 " " £45.
1st Class Railway " " £45 " " £45.
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
Passengers booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fodder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUBZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
MARSEILLES via PORTS	"POLYNESIAN" Capt. Bruno	On 16th Aug. 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lancelin	On 29th Aug. p.m.
MARSEILLES via PORTS	"AUSTRALIE" Capt. Mouton	On 30th Aug. 1 p.m.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
For Further Particulars, apply to—

P. THOMAS, AGENT, Queen's Building.

Hongkong, 5th August, 1910.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"VORWAERTS," Captain B. Bodnar, will leave for the above places on FRIDAY, the 19th inst. This Steamer has capital accommodation for passengers. Electric light, electric fan in all cabins, and carries a doctor and a stewardess. For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Prince's Building, Hongkong, 12th August, 1910.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA," Captain Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 20th August, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MAHMOOD," due in London on the 2nd October, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 8th August, 1910.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE," Captain Daniel, will be despatched as above on or about 20th inst. This Steamer has excellent accommodation for first Class Passengers at Cheap Rates, is fitted with Electric Fans in State Rooms and carries a Doctor and Stewardess. For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 9th August, 1910.

924

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"REDFHILL,"

FROM HONGKONG,

ON TUESDAY, THE 23rd AUGUST,

FOR VANCOUVER DIRECT.

To be followed by

SUVERIC ... 27th Sept.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA Capt. S. Barclay	D'light 18th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA Capt. Powell	Noon, 20th Aug.	See Special of Call.

SHANGHAI, MOJI, KOBE, SYRIA and YOKOHAMA	Capt. D. C. Gregor, R.N.R.	About 25th Aug.	Freight and Passage.
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For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 16th August, 1910.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 16th Aug., 4 P.M.
HAIPHONG	"SINGAN"	On 17th Aug., D'light.
ILOILO & CEBU	"KAIFONG"	On 17th Aug., 4 P.M.
SWATOW, CHEFOO & TIENTSIN	"HUICHOW"	On 17th Aug., 4 P.M.
SHANGHAI	"CHENAN"	On 18th Aug., 4 P.M.
CHEFOO & NEWCHANG	"PAOTING"	On 21st Aug., D'light.
MANILA, ZAMBOANGA, THUR.		
DAY ISLAND, COOKTOWN,	"TAIYUAN"	On 31st Aug., 3 P.M.
CALCUTTA, TOWNSVILLE, BRIS.		
BANE, SYDNEY & MELBOURNE		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo boated through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI" "CHENAN" "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

Hongkong, 15th August, 1910

BUTTERFIELD & SWIRE,
AGENTS.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPEN- HAGEN and ST. PETERSBURG	"INDIEN"	On 16th August.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	End of September.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 13th August, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Thursday, 18th Aug., Noon.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 19th Aug., Noon.
MANILA	"LOONGSANG"	Friday, 19th Aug., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 20th Aug., Noon.
TIENTSIN	"CHEONGSHING"	Sunday, 21st Aug., D'light.
MANILA	"YUENSANG"	Friday, 26th Aug., 4 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chafco, Tientsin & Newchwang

Telephone No. 215, S.S. Exch. 4.

For Freight or Passage, apply to

Hongkong, 16th August, 1910.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 16th Aug., at 10 A.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 19th Aug., at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 23rd Aug., at 10 A.M.

For SWATOW AND RETURN.

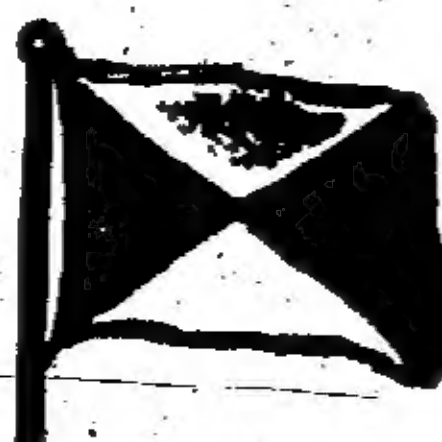
"HAIMUN" ... Capt. A. H. Stewart { WED'DAY, 17th Aug., at 10 A.M.
SUNDAY, 21st Aug., at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Months of August and September, a Special Reduction of 20% on Fares to Fochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 16th August, 1910.



CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 20th Aug., Noon.
RUBI	2540	E. Rodger	Manila	On 27th Aug., Noon.

For Freight or Passage apply to

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 15th August, 1910.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For KOBE & YOKOHAMA:

S.S. HELLAS ... 22nd Aug.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. AMBRIA ... 26th Aug.

S.S. ALESIA ... 8th Sept.

S.S. C. FERD. LAEISZ 22nd Sept.

S.S. SENEGAMBIA ... 7th Oct.

S.S. SUEVIA ... 20th Oct.

Further Particulars, apply to—

HOMEWARD.

For HAVRE, BREMEN & HAMBURG:

S.S. SLAVONIA ... 19th Aug.

For HAVRE & HAMBURG:

S.S. SAXONIA ... 27th Aug.

For HAVRE, HAMBURG & ANTWERP:

S.S. SAMBIA ... 29th Aug.

For HAVRE & HAMBURG:

S.S. SPEZIA ... 12th Sept.

For ROTTERDAM, HAMBURG & ANTWERP:

S.S. LIBERIA ... 14th Sept.

For ROTTERDAM, HAMBURG & ANTWERP:

S.S. BADENIA ... 28th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 16th August, 1910.

Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

1910.

S.S. KIYO MARU ... 17,200 tons gross ... Sail Aug. 25th, at Noon.

S.S. BUZO MARU ... 10,500 " ... Oct. 22nd, at Noon.

S.S. HONGKONG MARU ... 11,000 " ... Dec. 21st, at Noon.

For particular apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 6th July, 1910.

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	ATSUTA MARU Capt. Wm. Thomson	9,000	WED'DAY, 17th Aug., at Daylight
	HITACHI MARU Capt. N. Mathieson	7,000	WED'DAY, 31st Aug., at Daylight
	MIYAZAKI MARU Capt. T. Murai	9,000	WED'DAY, 14th Sept., at Daylight

VICTORIA B.C. & SEATTLE

SADO MARU

Capt. Hiortdahl, 7,000

SATURDAY, 10th Sept., from Kobe.

VICTORIA, B.C. and SEATTLE, via KEELUNG.

TAMBA MARU

Capt. K. Sato, 7,000

TUESDAY, 16th Aug., at 4 P.M.

SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA

AWA MARU

Capt. S. Ishikawa, 7,000

TUESDAY, 13th Sept., at 4 P.M.

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE

KUMANO MARU

Capt. M. Winkler, 6,000

FRIDAY, 2nd Sept., at Noon.

YAWATA MARU

Capt. T. Sekine, 5,000

FRIDAY, 30th Sept., at Noon.

SHANGHAI, MOJI and KOBE

TOSA MARU

Capt. Y. Nomura, 6,000

WED'DAY, 17th Aug.

Kobe and YOKOHAMA

KITANO MARU

Capt. F. E. Cope, 9,000

THURSDAY, 18th Aug., at Noon.

BOMBAY via SINGAPORE and COLOMBO

BINGO MARU

Capt. S. G. Parsons, 7,000

TUESDAY, 23rd Aug.

NAGASAKI, KOBE and YOKOHAMA

YAWATA MARU

Capt. T. Sekine, 5,000

WED'DAY, 31st Aug., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 15th August, 1910.

1934

For NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"ALBENGA,"

Captain Lorenzen, will be despatched to the above Port, on or about the 17th August.

For Freight apply to

CARLOWITZ & Co., Agents.

Hongkong, 26th July, 1910.

[852]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILING FROM HONGKONG.

For NEW YORK.

S.S. "BBAEMAE" ... About 26th August.

For BOSTON and NEW YORK.

S.S. LENOX ... About 3rd Sept.

For Freight and further information, apply

DODWELL & Co., Ltd., Agents.

Hongkong, 10th August, 1910.

[501]

T. KUSUMOTO, MANAGER.

[13-125]

OSAKA SHOSEN KAISHA. REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR STEAMERS | TONS (Gross reg.) | LEAVES. |

TACOMA VIA KEELUNG, MOJI, KOBE and YOKOHAMA "TACOMA MARU" Capt. H. Yamamoto | 6,178 | WED'DAY, 7th Sept., at Noon. |

"PANAMA MARU"
Capt. T. Ogata 6,059 | WED'DAY, 21st Sept., at Noon |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR STEAMERS | LEAVES. |

TAMSUI VIA SWATOW, & AMOY "JOSHIN MARU" Capt. H. MURAYAMA | TUESDAY, 16th Aug., at Noon. |

ANPING VIA SWATOW & AMOY "SOSHU MARU" Capt. Y. YAMAMOTO | WED'DAY, 17th Aug., at Noon. |

SHANGHAI VIA SWATOW, AMOY & FOCHOW "BUJUN MARU" Capt. Y. FUSENO | THURSDAY, 25th Aug., at Noon. |

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Fochow during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshin Kisen Kaisha's Steamers at Shanghai, for the NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS. 2nd CLASS. 3rd CLASS.

\$73.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

703 T. ARIMA, MANAGER |

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &C.

CHIEF OFFICES:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the OBERAMMERGAU PASSION PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBITION of 1910.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office:—

32, WATER STREET, YOKOHAMA.

662 |

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

1537 |

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"CATHERINE APCAR,"

Captain G. F. Hudson, will be despatched for the above Ports TO-MORROW, the 17th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSOON

GEBRUEDER LENK, RODEWISCH IV.

MANUFACTURERS OF

BERLIN WOOL.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

43-21

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The *Arcadia*, with the English mail of the 22nd July, left Singapore on Friday, the
12th inst., at 5.00 p.m., and may be expected here to-morrow, at 6 a.m. This packet brings the
parcel mails closed in London for despatch by the all sea route on the 15th July, and for
despatch overland on the 20th July.

The *Empress of China*, with the Canadian mail, left Shanghai on Monday, the 15th inst.,
at 5 p.m., and may be expected here on or about Thursday, the 18th inst., at 8 a.m.

FOR	PER	DATE
Saigon	Loongmoon	Tuesday, 16th, 9.00 A.M.
Hoihow and Haifong	Hanoi	Tuesday, 16th, 9.00 A.M.
Swatow, Amoy and Foochow	Haichang	Tuesday, 16th, 9.00 A.M.
Fort Bayard	Suichow	Tuesday, 16th, 9.00 A.M.
KELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)	Monteagle	Tuesday, 16th, 10.00 A.M.
Swatow, Amoy and Tamsui	Joshin Maru	Tuesday, 16th, 10.00 A.M.
		Tuesday, 16th, 10.00 A.M.
		Printed Matter and Sam- ples... 10.00 A.M.
		Registration... 10.00 A.M.
		(Registration with late fee of 10 cents, up to 10.45 A.M.)
		Registration, Kowloon B.O. ... 10.00 A.M.
		No late fee.
		Letters... 11.00 A.M.
		Tuesday, 16th, 1.00 P.M.
		Tuesday, 16th, 1.15 P.M.
Bangkok	Pilsamulok	Tuesday, 16th, 3.00 P.M.
Macao	Sui Tai	Tuesday, 16th, 3.00 P.M.
Kelung, Shanghai, Moji, Kobe, Yokohama, Shimizu, Yokohama, Victoria B.C. and Seattle Wash.	Tamba Maru	Tuesday, 16th, 3.00 P.M.
Manila	Teon	Tuesday, 16th, 5.00 P.M.
Singapore, Penang and Colombo	Atsuta Maru	Tuesday, 16th, 5.00 P.M.
Haifong	Singon	Tuesday, 16th, 5.00 P.M.
Hoihow and Pakhoi	Carl Diederichsen	Tuesday, 16th, 5.00 P.M.
Swatow	Haiman	Wednesday, 17th, 9.00 A.M.
Saigon	Phaympank	Wednesday, 17th, 9.00 A.M.
Shanghai	Keungang	Wednesday, 17th, 11.00 A.M.
Singapore, Penang and Calcutta	Suichow	Wednesday, 17th, 11.00 A.M.
Swatow, Amoy and Anping	Sui Tai	Wednesday, 17th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 17th, 11.00 A.M.
Swatow, Chefoo and Tientsin	Hutchow	Wednesday, 17th, 3.00 P.M.
Iloilo and Cebu	Kaifong	Wednesday, 17th, 3.00 P.M.
Shanghai	Arcadia	Wednesday, 17th, 5.00 P.M.
Macao	Chenan	Thursday, 18th, 1.15 P.M.
Swatow	Haiton	Friday, 19th, 9.00 A.M.
Swatow, Amoy and Foochow	Swatow	Friday, 19th, 11.00 A.M.
Shanghai, Kobe and Moji	Sui Tai	Friday, 19th, 1.15 P.M.
Macao	Sui Tai	Friday, 19th, 1.15 P.M.

HINTS TO DECORATORS

FOR USING

Hall's Sanitary Washable Distemper.

To Mix for use, add about one pint of water to 5 lbs. of Distemper and stir to the consistency of
a good thick cream. (These quantities are only approximate and judgment must be exercised in the
mixing.) If the Distemper has become stiff, hot water should be used, as it mixes more readily.

Whiting or Lime should be washed off the walls or ceiling before applying the Distemper.
Wall papers may be painted without removing them, if the pattern is not too prominent and if the
paper contains no gold, but two coats will probably be required.

When walls are very porous or seep, causing too much or unequal suction, we recommend a
coat of size before using the Distemper. This prevents suction, and the Distemper, when dry, is more
washable than if otherwise would be. For very damp walls give a first coat of "SICO" Damp
Resister, also apply this to all damp patches and to places where the lime or salt is working through
the plaster.

White Distemper No. 6 is made for ceilings and is not quite so washable as the other colours.

When necessary to lighten any of the shades, Cream (No. 17) should be used for mixing instead of white.

Dry colours must not be used for altering the shades, as they take away the binding properties of
the Distemper and do not mix evenly.

All shades marked * by the side of the numbers in Colour Book and on the show-cards, may be
used for new plastered walls. Any other shades should not be used on damp plaster.

The Distemper should not be mixed too thick, one coat is usually sufficient even on new work,
and will give a result equal to two coats of oil paint.

Three weeks after application, but not before, the paint can be washed. This operation should
be done with a sponge wetted with tepid water and passed gently over the wall.

AGENTS—

WILLIAM C. JACK & CO., LTD.,
14, DES VREUX ROAD CENTRAL, HONGKONG. [40]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

LONDON ADDRESS:

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BENEDICTINE, D.O.M.

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